

**TASK**  
**PERFORM HELOCAST OPERATIONS**

**WARNING**

**Ensure that crewmembers and the Helocast Master in the cabin area are wearing a safety harness secured to a tiedown ring anytime the cabin doors are open.**

**CONDITIONS:** In a UH-60 helicopter with Helocast equipment installed, a Helocast team, and a Helocast master.

**STANDARDS:** Appropriate common standards plus these additions/modifications:

**1. Rated.**

- a. Conduct a thorough crew and passenger briefing.
- b. Maintain altitude  $\pm 3$  feet.
- c. Maintain airspeed  $\pm 3$  knots.
- d. Maintain heading  $\pm 10$  degrees.

**2. Nonrated.**

- a. Ensure aircraft is configured for Helocast operations.
- b. Perform crew coordination actions.

**DESCRIPTION:**

**1. Crew actions.**

a. The PC will conduct a crew and passenger briefing and ensure personnel are familiar with emergency procedures. The PC will also ensure all participants in the Helocast are briefed IAW the unit SOP.

b. The P\* will should make the approach into the wind if possible. He will slow to the desired airspeed and altitude (5 knots at 5 feet or 10 knots at 10 feet).

**NOTE:** Anything faster or higher could result in injury to personnel. The pilot cannot rely on the airspeed indicator below 40 IAS; the airspeed should not exceed that of a brisk walk.

c. The P will provide the P\* with information regarding airspeed and altitude. The P will also monitor the cockpit indications. The P and NCM will announce when his attention is focused inside the aircraft and again when attention is reestablished outside.

d. The NCM will assist the Helocast Master as necessary.

**2. Procedures.**

a. Hover checks will be made prior to beginning Helocast operations to verify power available, aircraft controllability, and accuracy of the radar altimeters.

b. The PC will give the Helocast master “10 minutes out”, “5 minutes out”, and “one minute out” alert calls. The PC at “one minute out” will announce “AT THE READY LINE”. The Helocast master will relay these alert calls to the swimmers. Upon receiving the command “AT THE READY LINE” the Helocast master will announce “AT THE READY LINE” at which time all participants will remove the restraint devices and position themselves in the door for the jump.

c. The approach should be made into the wind. Approach speed is 80 KIAS maximum from the release point to the area of cast operations. The approach is situational dependent and may be either a VMC, or a terrain flight approach. After arrival at the cast location slow to the desired airspeed and altitude (5 knots at 5 feet or 10 knots at 10 feet).

d. When the aircraft has established the proper position, airspeed, and altitude, and has arrived at the jump location, the PC will give the Helocast master the command “AT THE START LINE”. The Helocast master will confirm the position, airspeed, and altitude are safe, and give the command “GET SET” to the swimmers. At the command “GET SET” the swimmers will position their legs to hang out the cabin door. The Helocast master will then tap each swimmer on the shoulder and give the command “GO”. On the command “GO”, each swimmer will exit the aircraft per the instruction received during the safety briefing. The Helocast master may also jump, but must always exit last. After entering the water all swimmers will indicate that they are unhurt by raising one arm overhead. The aircraft will not leave the area until all swimmers report no injuries.

**OVERWATER CONSIDERATIONS:** Overwater flight, at any altitude, is characterized by a lack of visual cues, and therefore, has the potential of causing visual illusions. Be alert to any unannounced changes in the flight profile and be prepared to take immediate corrective actions. The radar altimeter low bug should be set to assist in altitude control. Hazards to terrain flight such as harbor lights, buoys, wires, and birds must also be considered during overwater flight.

**NOTE:** There is a high probability the Doppler (AN/ASN-128) MEM indicator lamp will light while flying over glassy smooth water. However, if the lamp remains on for over 10 minutes, over land or rough water, there is a malfunction in the Doppler set.

**NIGHT OR NVG CONSIDERATIONS:** Spatial disorientation can be overwhelming during over water operations at night. If there are visible lights on the horizon or if the shoreline can be seen, the pilot may opt to approach the cast area so the aircraft is pointed toward these references, if the wind permits. Proper scanning techniques are necessary

#### **TRAINING AND EVALUATION REQUIREMENTS:**

1. **Training.** Training will be conducted in the aircraft.
2. **Evaluation.** Evaluation will be conducted in the aircraft.

**REFERENCES:** Appropriate common references plus:

SOCOM REG 350-6 FM 10-542 FM 20-11-1 FM 31-20-4 FM 57-25 TC 31-25 TC 57-1

